

what money ordinarily costs the United States of America. It is about 6 percent if you look at it over a generational length of time.

If we simply regress to the mean and end up with money costing us about 6 percent, you are talking about more than \$1 trillion a year in just interest payments.

Mr. SCHWEIKERT. It is coming.

This goes back to what my friend from Pennsylvania was commenting on. What do we look like in the year we are in right now? Functionally, we are going to be borrowing about \$545 billion this year. This was supposed to be one of the good years. Understand that the inflection doesn't happen until 2018, when the debt starts to explode. This was one of the good years.

Do you understand what \$545 billion is? No one does. That is a lot of zeroes. It is \$1.493 billion a day. It is \$62 million a hour. But, think of this. My favorite one is that it is \$1 million a minute. It is \$17,000 a second. And understand this goes up in 9 years. It basically triples. This triples in 9 years. So, we are borrowing \$17,000 a second, and that number triples in 9 years. I threw these together because I figured we would have a little bit of fun here.

So, we are holding a townhall. We get some of the groups that come in and fuss at us and say: Well, I saw somewhere on some news article that said you should get rid of subsidies for fossil fuels.

First off, it is depreciation, just like every business has, but let's say you took away that depreciation from the production of natural gas and oil. You took it all away.

If we are borrowing, functionally, \$1.5 billion every single day, and you took it all away, it would buy you 12 minutes and 41 seconds of borrowing coverage a day. There are 1,440 minutes in a day, and you just came up with a way to cover 13 minutes. It shows you how fake many of these rhetorical things are that we hear from the political class, particularly the left.

Let's actually take the next step. What about green energy? Did you know green energy has three times the subsidies of fossil fuels?

Let's say you took every dime of the \$36.7 million day that green energy gets. That buys you almost 35 minutes a day. There are 1,440 minutes in a day. We took care of 12 minutes by getting rid of the tax deductions and depreciation for fossil fuels. You got rid of 35 minutes and 24 seconds if you got rid of it all for renewables.

My point is, much of the rhetorical things we hear from the President, from our friends on the left, are completely frauds, mathematically. We have to understand something very, very simple. We are borrowing more than half a trillion dollars this year. In 20 months, the debt starts to explode.

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Mr. MULVANEY, when you have actually been in front of some of your audi-

ences in South Carolina, have you ever shown them the chart that this year and next year were supposed to be the good years? It was supposed to be fairly flat, and then it explodes.

Mr. MULVANEY. Actually, I have been showing them that chart since you and I arrived in 2011 because the number has not changed significantly. When you and I arrived and served on the Budget Committee together in 2011, we could have told people roughly what the deficit would have been this year. The projections have not changed.

Mr. SCHWEIKERT. And what happened between last August and now that all of a sudden—remember, last year, the deficit was about \$150 billion lower than this, than we are going to run this year. Multiple things happened:

We didn't come close to the economic growth we had built and modeled.

The movement of our citizens into certain programs has been greater than expected, and fewer velocity.

We say unemployment is this, but when we actually look at the actual tax revenues coming from it, there is a disconnect. There is something horribly wrong there. So there is something wrong in economic growth.

And then we blew up many of the sequestration caps last year.

Well, ultimately, we went from, I think we had a \$420 billion, \$430 billion deficit last year, which was still stunning, and now we are going to be \$545 billion.

Look, these are big numbers. It makes your brain hurt. They are uncomfortable. But what you have to appreciate, it is stunning, and it gets dramatically worse in 20 months. We hit what was called the inflection.

I remember reading about this a decade or two decades ago. It is when the baby boom population has been moved in to retirement. And the spiking years are moving in, and they are starting to receive their earned benefits. Then we start adding a couple of hundred billion dollars every year in new borrowing, and it blows off the chart.

Mr. Speaker, I yield back the balance of my time.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 757. An Act to improve the enforcement of sanctions against the Government of North Korea, and for other purposes.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. HUDSON (at the request of Mr. MCCARTHY) for today on account of illness.

SENATE BILL REFERRED

A bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 2109. An Act to direct the Administrator of the Federal Emergency Management Agency to develop an integrated plan to reduce administrative costs under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, and for other purposes; to the Committee on Transportation and Infrastructure.

ADJOURNMENT

Mr. SCHWEIKERT. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 7 o'clock and 31 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, February 11, 2016, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

4289. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2015-1429; Directorate Identifier 2014-NM-246-AD; Amendment 39-18382; AD 2016-02-03] (RIN: 2120-AA64) received February 8, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4290. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2014-1045; Directorate Identifier 2014-NM-031-AD; Amendment 39-18372; AD 2016-01-13] (RIN: 2120-AA64) received February 8, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4291. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc. Airplanes [Docket No.: FAA-2014-0447; Directorate Identifier 2014-NM-019-AD; Amendment 39-18368; AD 2016-01-09] (RIN: 2120-AA64) received February 8, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4292. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Dassault Aviation Airplanes [Docket No.: FAA-2015-2967; Directorate Identifier 2014-NM-072-AD; Amendment 39-18376; AD 2016-01-16] (RIN: 2120-AA64) received February 8, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4293. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2015-1990; Directorate Identifier